



GRAND VALLEY METROPOLITAN COUNCIL

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POLICY COMMITTEE

Wednesday, November 20, 2019

9:30 AM

**KENT COUNTY ROAD COMMISSION OFFICES
COMMISSIONERS BOARD ROOM
1500 SCRIBNER NW, GRAND RAPIDS**

AGENDA

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Dated October 16, 2019
Please refer to Item II: Attachment A**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. TIP AMENDMENTS—ACTION: MDOT; Kent County Road Commission; Grand Rapids; Wyoming; Rockford; Ottawa County Road Commission; and staff, on behalf of Lowell and Jamestown Twp; are requesting to amend/modify the FY2020-2023 TIP
Please refer to Item IV: Attachment A**
- V. POLICIES AND PRACTICES DOCUMENT REVISION—ACTION: Staff has updated the Safety and CMAQ sections of the Policies and Practices for Programming Projects document to reflect 2045 MTP investment strategy recommendations.
Please refer to Item V: Attachment A**
- VI. 2045 MTP PROJECT LIST—ACTION: The Committee will be asked to review and take action on the proposed project list for the 2045 MTP.
Please refer to Item VI: Attachment A**
- VII. 2020 SAFETY TARGETS—ACTION: GVMC staff is recommending that the Committee approve supporting the state’s safety targets for 2020 and will provide data to support that action.
Please refer to Item VII: Attachment A**
- VIII. DRAFT CONSULTATION PLAN—ACTION: The Committee will be asked to review and take action on the draft Consultation Plan.
Please refer to Item VIII: Attachment A**



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IX. ELECTION OF OFFICERS—ACTION: The two-year terms for the Committee’s chair and vice chair will expire at the end of the year, so the Committee will need to elect a new chair and vice chair.

X. OTHER BUSINESS

XI. ADJOURNMENT

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
Wednesday, October 16, 2019
Kent County Road Commission
1500 Scribner NW, Grands Rapids, MI**

Schmalzel, chair of the Policy Committee, called the meeting to order at 9:34 am.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Darrell Schmalzel, <i>Chair</i>		City of Walker
Terry Brod		Cannon Township
Karyn Ferrick		City of Grand Rapids
Jim Holtrop		City of Hudsonville
Dennis Kent	<i>Proxy for Don Mayle Mike Burns</i>	MDOT
		MDOT
		City of Lowell
Doug LaFave		City of East Grand Rapids
Greg Madura		Alpine Township
Casey Ries		GFIAA
Terry Schweitzer		City of Kentwood
Rick Sprague	<i>Proxy for Mike DeVries</i>	KCRC
		Grand Rapids Township
Dan Strikwerda		City of Hudsonville
Cameron Van Wyngarden		Plainfield Township
Steve Warren		KCRC
Kevin Wisselink	<i>Proxy for Andrew Johnson</i>	The Rapid
		The Rapid
Stephen Wooden		Kent County Commission

Staff and Non-Voting Guests Present

Andrea Faber	GVMC
Abed Itani	GVMC
Laurel Joseph	GVMC
Terry Martin	Carrier & Gable
Kerri Smit	GVMC
George Yang	GVMC
Mike Zonyk	GVMC

Voting Members Not Present

Gail Altman	Jamestown Township
Tim Bradshaw	City of Kentwood
Mike Burns	City of Lowell
Dan Burrill	City of Wyoming
Jamie Davies	City of Rockford
Michael DeVries	Grand Rapids Charter Township

Robert DeWard
 Adam Elenbaas
 Betty Gajewski
 Rachel Gokey
 Kevin Green
 Tim Grifhorst
 George Haga
 Jerry Hale
 Bryan Harrison
 Jim Holtvluwer
 Tom Hooker
 Andrew Johnson
 Ken Krombeen
 Brett Laughlin
 Don Mayle
 Jim Miedema
 Josh Naramore
 Tom Noreen
 Rob Postema
 Julius Suchy
 Ben Swayze
 Jeff Thornton
 Toby VanEss
 Rod Weersing
 Mike Womack
 Member awaiting appointment

Gaines Charter Township
 Allendale Township
 OCRC
 Village of Sand Lake
 Algoma Township
 Tallmadge Township
 Ada Township
 Lowell Township
 Caledonia Charter Township
 Ottawa County
 Byron Township
 The Rapid
 City of Grandville
 OCRC
 MDOT
 OCRC
 City of Grand Rapids
 Nelson Township
 City of Wyoming
 Village of Sparta
 Cascade Charter Township
 Village of Caledonia
 Tallmadge Township
 Georgetown Township
 City of Cedar Springs
 Courtland Township

II. APPROVAL OF MINUTES

Schmalzel entertained a motion to approve the September 18, 2019 Policy Committee minutes.

MOTION by Madura, SUPPORT by Van Wyngarden, to approve the September 18, 2019 Policy Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None.

IV. POLICIES AND PRACTICES DOCUMENT REVISION

Referring to **Item IV: Attachment A**, Joseph explained that Staff is requesting the Committee review and recommendation for approval of the revised Non-Motorized section of the Policies and Practices for Programming Projects document.

As part of the MTP update process, staff reviews the Policies and Practices document to ensure the MPO's policies and practices align with the goals and objectives of the MTP.

Staff has completed this review and updated the Non-Motorized section, which referred to specific objectives from the 2040 MTP that were not retained in the 2045 MTP goals and objectives as a result of the significant effort that was made to condense the MTP's goals

and objectives. This reduction in the number of Plan goals and objectives was a recommendation that came out of the MPO's last federal certification review.

Joseph also noted the modifications made, which included adding the language "new" to the statement "as opposed to a roadway project that includes 'new' bike/pedestrian facilities."

MOTION by Schweitzer, SUPPORT by LaFave, to accept the POLICIES AND PRACTICES DOCUMENT REVISION with the change to the statement adding the word "new." MOTION CARRIED UNANIMOUSLY

V. 2045 MTP DEFICIENCIES AND NEEDS ANALYSIS

Referring to **Item V: Attachment A** Faber advised that Staff will present the findings of GVMC's modal needs analysis. To determine current and future transportation need by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and non-motorized modes of transportation. As part of this effort, staff also analyzed deficiencies for pavement and bridge condition, traffic congestion, safety and reliability for all users of the transportation system based on the performance measure targets the Committee has previously supported. These analyses will be the basis for proposing solutions to meet the current and forecasted transportation needs by mode and deficiencies for the 2045 Metropolitan Transportation Plan (MTP).

The modal analysis was open for public comment through Tuesday, October 15. Two comments were received and addressed, and the Technical Committee recommended that a subgroup meet to revise and enhance the analysis based on feedback provided at the meeting before presenting the document to the Policy Committee for approval. The subgroup met on Wednesday, October 9, and the results of that meeting have been incorporated into the attached needs and deficiencies analysis. For more information, or to submit comments, please visit www.gvmc.org/mtp. A corresponding map is also available on this webpage.

Endorsing the analysis will allow staff to move forward with the next phases of MTP development, which include selecting preferred alternatives to address current and projected system needs and deficiencies and creating a financially constrained project list.

Yang discussed Congestion and Safety. Itani followed up on the process and how the federal funds are figured and distributed. Zonyk advised the committee on the conditions and explained the scenarios. \$41 million was estimated as a base line for federal roads. Itani continued with discussion of the congestion analysis.

Staff asked Committee for comments:

Ferrick asked if funds could be able to compete with other funds including CMAQ funding. Itani answered. Faber followed up by advising that CMAQ funds are still being received. However only half the funds. Wooden asked about TAP funds; staff advised that TAP funds are not for transit. Kent followed up on CMAQ funds. Discussion ensued. Ferrick asked about the safety assessment. Itani advised that it is unknown how much the funds are for safety and it has not been discussed. Kent followed up on the discussion. Itani also addressed safety, local and federal funding. Discussion ensued. Ferrick asked about the comment period. Faber provided an explanation.

Schmalzel asked about the tables listed in the back of the agenda packet and how they were ranked. Yang responded and discussion ensued. Faber added that a survey was completed, and pavement condition was the number one concern from the public. Congestion was also a concern. Warren asked to see a copy of the survey. Faber agreed to send the results.

Schweitzer asked that the impact of the marijuana law be added to the distracted driver section.

MOTION by Schweitzer, SUPPORT by Madura, to approve the revised draft of the 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) VISION STATEMENT, GOALS AND OBJECTIVES. MOTION CARRIED UNANIMOUSLY

VI. OTHER BUSINESS

Faber advised the committee that GVMC's consultation plan was open for comment and it is located on the GVMC website. It will be out for review until October 31st.

Itani announced Jim Holtrop's retirement.

VII. ADJOURNMENT

Schmalzel entertained a motion to adjourn the October 16, 2019 Policy Committee meeting.

MOTION by Holtrop SUPPORT by Madura, to adjourn the October 16, 2019 Policy Committee meeting at 10:10 am. MOTION CARRIED UNANIMOUSLY.



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MEMORANDUM

DATE: November 13, 2019

TO: Policy Committee

FROM: Laurel Joseph, Transportation Planner

RE: **FY2020-2023 Transportation Improvement Program**

MDOT; Kent County Road Commission; Grand Rapids; Wyoming; Rockford; Ottawa County Road Commission; and staff, on behalf of Lowell and Jamestown Twp; are requesting to amend/modify the FY2020-2023 TIP. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary. MDOT is also requesting committee review of the S/TIP exempt project list (please see attachments).
- Kent County Road Commission is requesting to add a local bridge project to FY2020, add a 2020 regional TAP project that has received its conditional commitment, and to move two FY2019 TAP projects (one State and one GVMC) into FY2020 (please see attachment).
- The City of Grand Rapids is requesting to move a project from FY2019 to FY2020 and make subsequent changes to FY2020 and FY2021 projects to accommodate this move within the same financial constraints (please see attachment).
- The City of Wyoming is requesting to move two FY2019 projects into FY2020. Both of these projects will utilize funding that can be rolled from one fiscal year to another, so no other projects will be impacted. The City is also requesting to move a regional TAP project from 2020 to 2022 (please see attachment).
- The City of Rockford is requesting to move a FY2020 project to 2023. The request was taken to the TPSG Subcommittee and the Technical Committee, both of which recommended the move be approved as long as an appropriate

switch was made with another jurisdiction to ensure FY2020 was fully programmed and FY2023 remained fiscally constrained. A replacement project has been identified (see next request), and the federal amount for Rockford's project will change to \$373,669 to maintain fiscal constraint in FY2023 (please see attachment).

- Ottawa County Road Commission is requesting to move a FY2023 project up to FY2020 to coincide with the switch of Rockford's project. OCRC was already planning to resurface part of Riley St in FY2020 with local funds and, therefore, is also requesting to extend the eastern limit to 8th Ave and increase the total budget to \$1,375,000 while keeping the federal amount \$396,000 (see local pending report).
- Staff, on behalf of Lowell, is requesting to add a Small Urban project to FY2022 that was selected by MDOT for funding (see pending project summary table for details).
- Staff, on behalf of Jamestown Twp/OCRC, is requesting to add the Greenly Street nonmotorized path project officially to the TIP now that it has received a conditional commitment after completing the MDOT MGS review process.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2020, 2021, 2022, 2023

Date: 10/30/2019

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments
2020	Trunkline	201255	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296 SB	I-96 EB connector to I-296 SB over West River Drive and CSX RR	0.000	Bridge Rehabilitation	Deep overlay with barrier replacement.			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$225,235	\$0	M	10/21/2019		01/07/2022		
2020	Trunkline	201255	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296 SB	I-96 EB connector to I-296 SB over West River Drive and CSX RR	0.000	Bridge Rehabilitation	Deep overlay with barrier replacement.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$48,317	\$0	M	10/21/2019		01/07/2022		
2020	Trunkline	204663	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-6	Kalamazoo Avenue to East Paris Avenue	3.480	Road Capital Preventive Maintenance	Concrete Joint Repairs & Asphalt Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$75,000	\$0	M	10/14/2019		12/04/2020		
2020	Trunkline	206976	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	Fuller Avenue east to Maryland Avenue	1.710	Reconstruction	Reconstruction, Widening, ITS and Bridge Replacement			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$50,000	\$0	M	11/01/2019		12/04/2020		
2020	Trunkline	206976	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	Fuller Avenue east to Maryland Avenue	1.710	Reconstruction	Reconstruction, Widening, ITS and Bridge Replacement			PE	Programmed	20-23	A	\$0	\$0	\$0	\$150,000	\$0	M	11/01/2019		12/04/2020		
2020	Trunkline	208781	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	GR TSC Areawide	GR TSC Areawide	0.000	Road Capital Preventive Maintenance	Asphalt Crack Treatment			PE	Programmed	20-23	A	\$0	\$0	\$0	\$10,000	\$0	M	10/15/2019		03/05/2021		
2020	Trunkline	208782	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	M-11 east to Thornapple River Drive	2.869	Road Capital Preventive Maintenance	Concrete Joints Reseal			PE	Programmed	20-23	A	\$0	\$0	\$0	\$25,000	\$0	M	10/15/2019		02/05/2021		
2020	Trunkline	209415	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131 N	North US-131 at Hall and Wealthy	0.545	Traffic Safety	Install Wrong Way Traffic alert system			CON	Programmed	20-23	A	\$0	\$0	\$0	\$33,288	\$0	M	10/25/2019				
2021	Trunkline	200816	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Cascade Road east to M-11	3.025	Road Rehabilitation	Two Course Asphalt Resurfacing			PE	Programmed	20-23	A	\$0	\$0	\$0	\$75,000	\$0	M	10/16/2020		03/03/2023		
2021	Trunkline	201305	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$160,042	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	201305	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$46,654	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	201324	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196BS E	3 Bridges on I-196 Ramp Corridor from I-196 to Chicago Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$155,794	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	201324	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196BS E	3 Bridges on I-196 Ramp Corridor from I-196 to Chicago Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$72,289	\$0	M	10/01/2020		12/02/2022		
2021	Trunkline	204663	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-6	Kalamazoo Avenue to East Paris Avenue	3.480	Road Capital Preventive Maintenance	Concrete Joint Repairs & Asphalt Overlay			CON	Programmed	20-23	A	\$0	\$0	\$0	\$1,900,000	\$0	M	10/09/2020		12/04/2020		
2021	Trunkline	204758	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-6	Grand Rapids/South Beltline W	0.000	Roadside Facilities - Preserve	Cold milling and one course asphalt overlay.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$5,000	\$0	M	10/12/2020		01/06/2023		
2021	Trunkline	207994	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	8 structures located along I-196	0.000	Bridge CSM	Healer Sealer			CON	Programmed	20-23	A	\$0	\$0	\$0	\$389,850	\$0	M	10/09/2020		12/04/2020		
2021	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96 E	Monroe Avenue to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$100,000	\$0	M	10/30/2020		01/07/2022		



S/TIP EXEMPT - REVERSIBLE JOBS

Fiscal Year(s) : 2020, 2021, 2022, 2023

Date: 10/30/2019

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$463,006	\$0	M	11/01/2021		12/01/2023		
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$65,971	\$0	M	11/01/2021		12/01/2023		
2022	Trunkline	204412	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0.000	Bridge Rehabilitation	Shallow overlay and substructure repair.			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$90,505	\$0	M	10/04/2021		01/05/2024		
2022	Trunkline	204412	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0.000	Bridge Rehabilitation	Shallow overlay and substructure repair.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$33,035	\$0	M	10/04/2021		01/05/2024		
2022	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96 E	Monroe Avenue to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			CON	Programmed	20-23	A	\$0	\$0	\$0	\$6,400,000	\$0	M	11/12/2021		01/07/2022		
2022	Trunkline	208525	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	Bridge Street north to Richmond Street	1.342	Road Rehabilitation	Concrete Inlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$1,315,000	\$0	M	11/12/2021		12/06/2024		
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			ROW	Suspended	20-23	A	\$0	\$0	\$0	\$48,000	\$0	M	10/10/2022		11/01/2024		
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			PE	Suspended	20-23	A	\$0	\$0	\$0	\$20,000	\$0	M	10/10/2022		11/01/2024		
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	3 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay (2 bridges), Epoxy overlay (1 bridge)			PE-S	Programmed	20-23	A	\$0	\$0	\$0	\$169,368	\$0	M	11/01/2022		11/01/2024		
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	3 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay (2 bridges), Epoxy overlay (1 bridge)			PE	Programmed	20-23	A	\$0	\$0	\$0	\$158,848	\$0	M	11/01/2022		11/01/2024		
Grand Total:																	\$0	\$0	\$0	\$12,285,202	\$0						

Total Job Phases Reported: 27

- Preferences:**
- Report Format: Standard
 - FISCAL Year(s): 2020, 2021, 2022, 2023
 - MPO/Non-MPO: Grand Valley Metropolitan Council (Grand Rapids)
 - County: ALL
 - Prosperity Region: ALL
 - MDOT Region: ALL
 - STIP Cycle: ALL
 - STIP Status: Approved, Pending
(A - Approved, P - Pending)
 - Job Type: Trunkline
 - Phase Type: ALL
 - Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
 - Amendment Type: ALL
 - Templates: Trunkline - ALL
 - Finance System: Trunkline - ALL



Kent County Road Commission

October 30, 2019

Ms. Laurel Joseph
Grand Valley Metro Council
678 Front Ave., NW, Suite 200
Grand Rapids, MI 49504

Re: 2020 – 2023 TIP Amendment

Dear Laurel:

The Kent County Road Commission (KCRC) hereby requests the 2020 TIP be amended to include the following projects:

Division Street Bridge over the Grand River

Work: Bridge Preservation
Location: 50 feet north of Grand River Drive
Length: 0.1 Mile
Federal Bridge Funds = \$226,100 (Local Bridge Funds)
Total Bridge Estimate = \$238,000
Local Share = \$11,900

Fred Meijer Pioneer Trail Phase 5

Work: Non-Motorized Trail Construction
Length: 1.3 Miles
Federal Funds = \$1,105,000 (65% TAP)
Local Match = \$595,000 (35%)
Total Cost = \$1,700,000

Nelson Township Trail

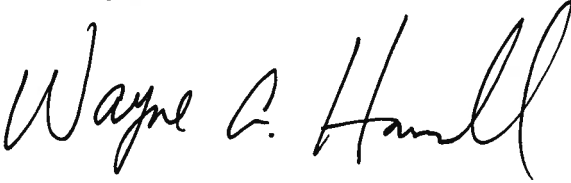
Work: Non-Motorized Trail Construction
Length: 1.2 Miles
Federal Funds = \$231,000 (70% TAP)*
Local Match = \$99,000 (30%)
Total Cost = \$330,000

* 2021 Advance Construction

Ms. Laurel Joseph
October 30, 2019
Page two

Please call me at (616) 242-6914 if you have any questions or need any additional information.

Sincerely,

A handwritten signature in black ink that reads "Wayne A. Harrall". The signature is written in a cursive style with a large, looped 'H' and 'A'.

Wayne A. Harrall, P.E.
Deputy Managing Director – Engineering

WAH:kl

C: Steve Warren
Jerry Byrne
Tom Byle
Tim Haagsma
Rick Sprague
Michael Burns – City of Lowell
Dan DeLooff – Kent County Parks
Robyn Britton – Nelson Township

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

October 24, 2019

Dear Ms. Joseph,

On September 19, 2019, the City of Grand Rapids was informed that our Hastings Street – Prospect Avenue to College Avenue did not get Federally funded in FY2019 as obligational authority has been exhausted.

The City of Grand Rapids wishes to fund a portion of the costs for Hastings Street with Federal funds in FY2020. To accomplish this, we would ask that the following changes be made to the FY2020 – FY2023 TIP. We would like to delete Godfrey Avenue – Liberty Street to Oxford Street and Godfrey Avenue – Oxford Street to Market Avenue from FY2023. This project will be funded locally. We would like to move Hall Street – Fuller Avenue to Colorado Avenue from FY2020 to FY2021. We would also like to move a portion of the funding for Hall Street – Kalamazoo Avenue to Fuller Avenue from FY2020 to FY2021. The projects Hall Street – Kalamazoo Avenue to Fuller Avenue, Hall Street – Fuller Avenue to Colorado Avenue and Hall Street – Colorado Avenue to Sylvan Avenue should be designated for Advance Construction. We are planning to construct Hall Street – Kalamazoo Avenue to Sylvan Avenue in FY2020 and seek Advance Construction Conversion in FY2021. Finally, we wish to increase the grant amount for Lake Eastbrook Boulevard from a Federal grant amount of \$594,563 to \$661,813. The result of these changes will leave the TIP fiscally constrained.

The requested changes are shown on the second page. If you or members of the Technical Committee have questions, please let me know. Also, if it found that there are additional funds that may become available as part of a reconciliation of the FY2019 projects funding, we ask that Grand Rapids projects would be considered. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick DeVries".

Rick DeVries, P.E.
Assistant City Engineer

cc: Karyn Ferrick
Josh Naramore
Kristin Bennett
Eric DeLong
Tim Burkman
Breese Stam
Abed Itani

FY2020 STP-U

<u>PROJECT</u>	<u>PROJECT LIMITS</u>	<u>SCOPE</u>	<u>LENGTH</u>	<u>FEDERAL/STATE</u>	<u>NON-FED</u>	<u>TOTAL</u>
<u>DELETE</u>						
Hall Street	Fuller Avenue to Colorado Avenue	Reconstruct	0.298	\$400,000	\$100,000	\$500,000
<u>REDUCE TO</u>						
Hall Street	Kalamazoo Avenue to Fuller Avenue	Reconstruct	0.289	\$150,000	\$ 30,000	\$180,000
<u>ADD</u>						
Hastings Street	Prospect Avenue to College Avenue	Reconstruction	0.190	\$650,000	\$615,000	\$1,265,000

FY2021 STP-U

<u>DELETE</u>						
Godfrey Avenue	Liberty Street to Oxford Street	Reconstruction	0.50	\$358,625	\$116,375	\$475,000
Godfrey Avenue	Oxford Street to Market Avenue	Reconstruction	0.50	\$358,625	\$116,375	\$475,000
<u>INCREASE TO</u>						
Lake Eastbrook Boulevard	East Beltline to 28 th Street	Reconstruct	0.80	\$661,782	\$163,218	\$825,000
<u>ADD</u>						
Hall Street	Fuller Avenue to Colorado Avenue	Reconstruct	0.298	\$400,000	\$100,000	\$500,000 AC
Hall Street	Kalamazoo Avenue to Fuller Avenue	Reconstruct	0.289	250,000	50,000	300,000 AC

Also, Hall Street – Colorado Avenue to Sylvan Avenue should be designated as AC as well.

Laurel Joseph

From: Henckel, Russ <HenckelR@wyomingmi.gov>
Sent: Tuesday, October 29, 2019 2:01 PM
To: Laurel Joseph
Cc: Hofert, Nicole
Subject: RE: Frog Hollow TIP Amendment

Hey Laurel,

The City of Wyoming would also to amend the Tip by moving the 54th St Meijer Access Drive into 2020 FY. We are still working with FHWA and MDOT to gain approval for the project to create a new access into Meijer and improve the left turn storage for WB 54th Street.

Thanks for your help with this request.

Russ Henckel

From: Henckel, Russ
Sent: Wednesday, October 23, 2019 2:47 PM
To: 'Laurel Joseph' <laurel.joseph@gvmc.org>
Cc: Hofert, Nicole <hofertn@wyomingmi.gov>
Subject: Frog Hollow TIP Amendment

Hey Laurel,

The City of Wyoming would like to request a TIP amendment to move it's TAP project, Frog Hollow Connector Trail from FY2019 to FY2020.

Additionally, the City would request to move the Plaster Creek Trail project from FY2020 to FY 2022. Could you please place these requests on the next Tech Committee meeting?

Also, Nicole Hofert and myself were authorized by our City Council as voting members for Tech Committee. I believe, Bill Dooley may be listed as the voting member. Is there anything that we need to do to make the change?

Thanks for your help.

Russ Henckel

Laurel Joseph

From: Andrea Faber
Sent: Monday, October 21, 2019 11:38 AM
To: Phil Vincent (pvincent@rockford.mi.us)
Cc: Laurel Joseph
Subject: FW: Rockford

Thanks for your email, Phil. I'm forwarding it to Laurel Joseph, who manages our TIP. There is next to no funding remaining in 2023, so we will need to find someone to trade projects with you to accommodate your request. Laurel is on vacation through tomorrow, but should be in contact with you about this later this week.

Andrea

From: Phil Vincent [mailto:pvincent@rockford.mi.us]
Sent: Monday, October 21, 2019 11:24 AM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Rockford

Andrea,

The city of Rockford would like to see if we could move our 2020 STP project to 2023.

Courtland St./Northland Dr.
Courtland St from Monroe St to Northland
Dr. Northland Dr. from Courtland St. to Wolverine Blvd.
Resurface with misc. utility work and sidewalk improvements

City of Rockford \$ 396,000 \$ 99,000 \$ 4 95,000 80% 20% \$510,000 in non-participating
sanitary sewer
anticipated cost.

Thanks,



Phil Vincent
City of Rockford
Public Services Supervisor
Firefighter Department of Public Safety
t : 616-951-7505
c :616-299-9150
pvincent@rockford.mi.us

FY 2020-2023 Transportation Improvement Program
November 2019 Local Amendments/Modifications

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Federal Amendment Type	Comments
2020	202192	Local Livability and Sustainability	Kent County	W River Dr NW	West River Drive, Lankamp St. to N. Park St. within the City of Walker	1.129	Roadside Facilities - Improve	Construct 1.3 mile of separated pathway along W River Dr in City of Walker			\$1,105,000	\$0	\$595,000	\$1,700,000	\$1,700,000	GPA over or over 25%	
2020	204918	Local Livability and Sustainability	Kent County	17 Mile Rd NE	17 Mile Rd E of Cedar Springs to Richie , Richie from 17 Mi to Becker	0.973	Roadside Facilities - Improve	Construction of Sidepath			\$231,000	\$0	\$99,000	\$330,000	330000	GPA over or over 25%	
2020	205678	Local Road	Ottawa County	Riley St	32nd Avenue to 8th Avenue	3.025	Road Rehabilitation	Resurface with 3' Paved Shoulders			\$396,000	\$0	\$979,000	\$1,375,000	\$1,375,000	GPA over or over 25%	
2020	130603	S/TIP Line items	Wyoming	54th Street	54th Street-US131 Intersection	0.001	New Roads	Construct Access Drive Into Meijer			\$0	\$1,001,277	\$250,319	\$1,251,596	1251596		
2020	130604	S/TIP Line items	Grand Rapids	Hall St	Kalamazoo Avenue to Fuller Avenue	0.289	Reconstruction	Reconstruction	AC	2021	\$150,000	\$0	\$100,000	\$250,000	\$500,000		
2020	205247	S/TIP Line items	Wyoming	Metro Way Ct SW	Frog Hollow/M-6 Connection	0.105	New Facilities	Shared Use Path			61041	0	26160	87201	87201	Phase Added	
2020	205251	S/TIP Line items	Grand Rapids	Hastings St NE	Hastings St - Prospect to College	0.19	Reconstruction	Reconstruction			630450	0	635594	1266044	1266044	Phase Added	
2020	209491	S/TIP Line items	Ottawa County	Greenly Street	Sun Ridge Drive to 24th Avenue	0.765	New Facilities	10-foot wide path	AC	2021	\$138,600	\$0	\$118,800	\$257,400	\$396,000	Phase Added	
2021	209309	Local Livability and Sustainability	Grand Rapids	44th St SE	44 Street SE (Eastern Avenue to Trade Drive), Grand Rapids	0.493	Roadside Facilities - Improve	44th Street Sidewalk			\$221,000	\$0	\$479,856	\$700,856	700856	GPA over or over 25%	
2021	130600	S/TIP Line items	Grand Rapids	Hall St	Fuller Avenue to Colorado Avenue	0.298	Reconstruction	Reconstruction	ACC	2021	\$400,000			\$400,000	\$500,000		
2021	130604	S/TIP Line items	Grand Rapids	Hall St	Kalamazoo Avenue to Fuller Avenue	0.289	Reconstruction	Reconstruction	ACC	2021	\$250,000			\$250,000	\$500,000		
2021	205513	S/TIP Line items	Grand Rapids	Godfrey Ave SW	Liberty Street to Oxford Street	0.501	Reconstruction	Reconstruction			358607	0	116393	475000		Phase Suspended	
2021	205514	S/TIP Line items	Grand Rapids	Godfrey Ave SW	Oxford Street to Market Avenue	0.553	Reconstruction	Asphalt Reconstruct			358607	0	116393	475000		Phase Suspended	
2021	209491	S/TIP Line items	Ottawa County	Greenly Street	Sun Ridge Drive to 24th Avenue	0.765	New Facilities	10-foot wide path	ACC	2021	138600			138600	396000	Phase Added	
2022	208266	S/TIP Line items	Lowell	N Monroe St SE	Fremont to Avery	0.537	Reconstruction	Reconstruct			375000	0	420236	795236	795236		Small Urban project selected by MDOT for funding
2023	206388	Local Road	Rockford	Courtland St NE	Courtland/Northland from Monroe to Wolverine	0.887	Road Rehabilitation	Resurface			373669	0	631331	1005000	1005000	GPA over or over 25%	



GENERAL PROGRAM ACCOUNT (GPA) TARGET REPORT

Date: October 30, 2019

Page: 1 of 2

Fiscal Year	MPO	Job Type	GPA	Status	Threshold Amount	Usage Amount	Proposed Amount	Change Amount	Remaining Amount	MPO Approval Date	Fed Approval Date
2020	GVMC	Local	Local Livability and Sustainability	Proposed	\$3,436,080	\$5,136,080	\$1,700,000	\$0	\$0		
2020	GVMC	Local	Local Road	Local Approved	\$12,801,688	\$12,801,688	\$0	\$0	\$0	10/11/2019	
2020	GVMC	Local	Local Traffic Operations And Safety	Local Approved	\$4,377,679	\$4,377,679	\$0	\$0	\$0	10/18/2019	
2020	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$2,670,524	\$2,670,524	\$0	\$0	\$0	06/28/2019	09/27/2019
2020	GVMC	Multi-Modal	Transit Operating	Local Approved	\$598,454	\$598,454	\$0	\$0	\$0	10/18/2019	
2020	GVMC	Trunkline	Trunkline Bridge	Local Approved	\$2,980,152	\$2,980,152	\$0	\$0	\$0	10/24/2019	
2020	GVMC	Trunkline	Trunkline Road	Federal Approved	\$1,265,001	\$1,265,001	\$0	\$0	\$0	06/28/2019	10/02/2019
2020	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$4,859,635	\$4,859,635	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Local	Local Bridge	Federal Approved	\$881,000	\$881,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Local	Local Livability and Sustainability	Proposed	\$0	\$693,485	\$693,485	\$0	\$0		
2021	GVMC	Local	Local Road	Federal Approved	\$9,350,500	\$9,350,500	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Local	Local Traffic Operations And Safety	Federal Approved	\$960,000	\$960,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2021	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$1,651,145	\$1,651,145	\$0	\$0	\$0	06/28/2019	09/27/2019
2021	GVMC	Multi-Modal	Transit Operating	Federal Approved	\$281,207	\$281,207	\$0	\$0	\$0	06/28/2019	09/27/2019
2021	GVMC	Trunkline	Trunkline Road	Federal Approved	\$1,165,002	\$1,165,002	\$0	\$0	\$0	09/25/2019	10/02/2019
2021	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Federal Approved	\$10,168,583	\$10,168,583	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Local	Local Livability and Sustainability	Federal Approved	\$187,500	\$187,500	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Local	Local Road	Federal Approved	\$12,350,364	\$12,350,364	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Local	Local Traffic Operations And Safety	Federal Approved	\$1,160,000	\$1,160,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Multi-Modal	Transit Capital	Federal Approved	\$1,974,412	\$1,974,412	\$0	\$0	\$0	06/28/2019	09/27/2019
2023	GVMC	Trunkline	Trunkline Bridge	Federal Approved	\$1,485,626	\$1,485,626	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Trunkline	Trunkline Road	Federal Approved	\$4,700,000	\$4,700,000	\$0	\$0	\$0	06/28/2019	10/02/2019
2023	GVMC	Trunkline	Trunkline Traffic Operations And Safety	Proposed	\$4,065,957	\$4,288,957	\$223,000	\$0	\$0		
Grand Total:					\$83,370,509	\$85,986,994	\$2,616,485	\$0.00	\$0		



GENERAL PROGRAM ACCOUNT (GPA) TARGET REPORT

Date: October 30, 2019

Page: 2 of 2

Fiscal Year	MPO	Job Type	GPA	Status	Threshold Amount	Usage Amount	Proposed Amount	Change Amount	Remaining Amount	MPO Approval Date	Fed Approval Date
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Number of Records: 23

Preferences:

Years : 2020, 2021, 2023

MPO : Grand Valley Metropolitan Council (GVMC)



GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: November 13, 2019
TO: Policy Committee
FROM: Laurel Joseph, Transportation Planner
RE: **Policies and Practices Document Revision**

Staff is requesting Committee review and recommendation for approval of the revised Safety and CMAQ sections of the Policies and Practices for Programming Projects document.

On October 23, 2019 the Transportation Programming Study Group (TPSG) Subcommittee met to review the recommendations from the MTP Steering Committee and develop an investment strategy for the 2045 MTP. During that discussion the subcommittee reaffirmed the importance of safety enhancements to be included in all projects and that transit should be assured up to 50% of the annual apportionment of CMAQ funding. Based on these discussions staff has reviewed and made some modifications to the Safety and CMAQ sections of the Policies and Practices document to codify these policy recommendations. The Technical Committee recommended approval of these modifications at their November 6 meeting.

These sections of the document are attached for Committee review. No other sections were revised.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.

Safety Project Eligibility

Goal:

GVMC shall undertake efforts to focus planning resources on traffic crashes in an effort to minimize ~~the loss of human life and~~ the impact they have on the economy of the region ~~as well as the loss of human life.~~

Deficiency Definition

The Safety Performance Management Final Rule issued by FHWA require the use of five year rolling average for each of the five safety performance measures shown below:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Deficiency rankings from the West Michigan Traffic Safety Plan are derived from excess expected fatal and serious injury crash frequency. The excess fatal and serious injury crash threshold for each ranking is as follows:

- Low: 1 to 3 crashes per year
- Medium: 3 to 5 crashes per year
- High: 5 crashes per year

Recommended Strategy/Practice:

~~Safety enhancement will be considered with all projects.~~ High-priority roadway segments and intersections based on the performance measures shown above are identified in the West Michigan Traffic Safety plan as well as in the GVMC Traffic Safety Plan. Roadway segments, intersections and initiatives identified in both the plans are given priority for safety funding. ~~Where possible, safety enhancement will be considered with all reconstruction projects.~~

CMAQ Program

Policies/Practices:

Traditionally, buses, intersections and the Clean Air Action Program are funded with this program. Other eligible projects will be considered on a case by case basis. MDOT/Local split of the funds (MDOT 50%/Local Agencies 50% of the CMAQ funds statewide per MDOT Policy, less the ITS set-asides.)

With the CMAQ funds allocated to the MPO up to 50% will be flexed to transit. With the remaining funds, the TPSG Committee will rank all CMAQ eligible projects based on an emission reduction/cost benefit basis. MPO staff/Committees, through the MTPA process, will develop and implement a consistent and improved statewide evaluation process of CMAQ projects, and project selection process, based on federal guidelines and TPM targets for CMAQ currently being developed. The MPO will monitor improvements to AQ and the effectiveness of CMAQ projects based on MPO progress toward approved statewide or future MPO targets.

All new transit route projects need to show a demonstration of need and that service will continue beyond a 3 year commitment if rider-ship meets projections.

Agreement for CMAQ funding in West Michigan

- MDOT will do the East/West estimating of funding split.
- MDOT will provide estimates of funding available for each MPO (GVMC, MACC, WMSRDC) and rural Ottawa County based on population using the current Census data.
- Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
- MDOT will provide a time line with the estimates for completion of task #3.
- All parties will meet to discuss all projects and compile the CMAQ program.
- MDOT (CMAQ CFP Sub-Committee) makes the final decisions to reach financial constraint and project eligibility for the final program.
- This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard, and/or new federal CMAQ guidelines and TPM targets are developed.



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MEMORANDUM

To: GVMC Policy Committee
 From: Andrea Faber, Transportation Planner
 Re: 2045 Metropolitan Transportation Plan (MTP) Project List
 Date: November 12, 2019

At the November Policy Committee meeting, staff will present the draft project list for the 2045 Metropolitan Transportation Plan (MTP) for approval. The basis for the project list was the needs analysis presented at last month's meeting. Staff also conducted a financial analysis, which shows that \$557,602,015.04 is expected in federal funding for local projects over the life of the MTP, \$2,828,434,110.77 in local funding, \$4,043,966,357 for transit, and \$3,419,807,284 for MDOT. Please refer to the attached table.

To develop an investment strategy for anticipated funding, GVMC staff met with the MTP Steering Committee on Thursday, October 17. The MTP Steering Committee recommended emphasizing the following priorities in the 2045 MTP:

- Congestion Management
- Maintaining the system in a state of good repair
- Nonmotorized
- Safety
- Transit

Additional information is attached.

Staff also met with the TPSG Committee on Wednesday, October 23 to further discuss the MTP Steering Committee's investment strategy and projects for the 2045 MTP. Please note that only congestion deficient expand and improve projects that are known at this time are listed on a project-level basis. Items such as preservation are included in bins of funding that will be programmed in the future.

If you have any questions, please contact me at (616) 776-7603 or andrea.faber@gvmc.org.

Recommended Action: Policy Committee approval of the draft 2045 MTP Project list.

MTP Investment Priorities

On Thursday, October 17, the MTP Steering Committee met and affirmed the following priorities for the 2045 MTP:

Priority	Rationale
Maintaining the system in a state of good repair (includes bridge*)	<ul style="list-style-type: none"> • <i>Preserve the System</i> is a goal of the 2045 MTP. • Maintaining the system in a state of good repair (pavement and bridge) is a federal performance measure. GVMC has supported the State’s targets to show positive movement in this area. • Our infrastructure is crumbling, and as repairs are delayed, they become more costly. • Poor pavement condition creates a safety issue for all users of the transportation system. • In order to achieve a PASER rating of 5 (fair condition), we would need a 50% increase in the annual budget by the year 2030. • Our public survey showed that the public’s top priority is improving pavement condition. • *Bridge rehabilitation activities are determined by the state and the locals.
Congestion Management	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Increasing the percentage of the person-miles traveled on the interstate and non-interstate NHS that are reliable is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area. • Improving the Truck Travel Time Reliability (TTTR) Index is a federal performance measure, and GVMC supported the State’s targets to show positive movement in this area. • Not all busy roadways can be widened, so as population grows, promoting a transportation mode shift from a single occupancy vehicle (SOV) to transit or active modes of transportation would be beneficial in reducing congestion. • Based on the deficiency analysis, there is \$1.02 - \$1.52 billion in identified need to improve congestion in the GVMC region • Our survey showed that the public’s second highest priority was using technology to reduce traffic congestion and delays, and the public’s third highest priority was widening busy roads and interchanges.
Nonmotorized	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • <i>Ensure Equity, Access and Mobility</i> is a goal of the 2045 MTP. • There is \$80 million in unfunded need for nonmotorized projects in the GVMC region.

	<ul style="list-style-type: none"> • Shifting toward nonmotorized modes of transportation can help alleviate congestion.
Safety	<ul style="list-style-type: none"> • <i>Enhance Safety and Reduce Congestion</i> is a goal of the 2045 MTP. • Reducing the number and rate of fatalities and serious injuries and nonmotorized fatalities and serious injuries on all public roads is a federal performance measure, and GVMC supported the state's targets to show positive movement in this area.
Transit	<ul style="list-style-type: none"> • <i>Further Develop an Efficient Multimodal System</i> is a goal of the 2045 MTP. • Transit asset management is a federal performance measure. • Increasing transit and rideshare usage means less cars on the road and reduced congestion. • Our public survey showed that the public's fourth highest priority is enhancing transit service.

Funding Sources

The MTP Steering Committee agreed to fund these priorities in the following ways:

Priority	Fund Source
Maintaining the System in a State of Good Repair	<ul style="list-style-type: none"> • STP Funds • STP Flex • NHPP
Congestion Management	<p><i>Expand and Improve Projects:</i></p> <ul style="list-style-type: none"> • STP Funds (Ottawa County Only) • STP Flex (EDFC) Kent County • NHPP <p><i>System Signal Operations and Intersection Improvements</i></p> <ul style="list-style-type: none"> • CMAQ (up to 50% of available funds)
Nonmotorized	<ul style="list-style-type: none"> • All TAP funds
Safety	<ul style="list-style-type: none"> • STP Funds (\$50 million over the life of the plan proposed)
Transit	<ul style="list-style-type: none"> • CMAQ (up to 50% of all available funds) • FTA funds

Fund Source	Eligible Work
STP-Urban	<ul style="list-style-type: none"> • Reconstruction • Resurfacing • Safety • Planning Studies • Other eligible deficiencies • Expand and Improve (Ottawa County only)
STP FLEX	<ul style="list-style-type: none"> • Reconstruction • Resurface • Safety • Expand and Improve (Kent County only)
STP-Rural	<ul style="list-style-type: none"> • System preservation • Expand and improve
Small Urban	<ul style="list-style-type: none"> • Road and transit capital projects for urban areas between 5,000-49,999 in population (City of Lowell is the only area in GVMC's MPO area that qualifies)
NHPP	<ul style="list-style-type: none"> • Pavement preservation-NHS • Expand and improve-NHS
CMAQ	<ul style="list-style-type: none"> • Signal System Operations • Intersection Improvements • Transit (at least 50% of available funds) • Other eligible projects
EDFC	<ul style="list-style-type: none"> • Eligible projects addressing congestion
TAP	<ul style="list-style-type: none"> • Nonmotorized
FTA	<ul style="list-style-type: none"> • Transit

Total by Fund Source per Band Year

	CMAQ	NHPP	STP Flex	STP Rural	STP-Small Urban	EDFC	STP-Urban	TAP TMA	Total All Fund Sources
2020-2023	\$7,419,968.00	\$2,897,000.00	\$4,999,000.00	\$3,616,000.00	\$375,000.00	\$7,227,275.00	\$37,475,630.00	\$5,736,508.76	
2024-2025	\$5,135,369.81	\$1,537,058.40	\$2,651,734.80	\$1,918,232.40	\$375,000.00	\$1,998,588.00	\$19,524,350.40	\$3,028,521.96	
2026-2035	\$28,961,680.01	\$8,668,468.92	\$14,954,851.87	\$10,818,156.25	\$1,875,000.00	\$11,271,333.58	\$110,110,471.11	\$17,079,798.94	
2036-2045	\$35,304,126.32	\$10,566,815.24	\$18,229,880.98	\$13,187,272.10	\$1,875,000.00	\$13,739,692.74	\$134,224,049.86	\$20,820,179.61	
Total:	\$76,821,144.13	\$23,669,342.55	\$40,835,467.65	\$29,539,660.75	\$4,500,000.00	\$34,236,889.31	\$301,334,501.37	\$46,665,009.27	\$557,602,015.04

Local Capital Funds by Band Year*

2020-2023	\$388,816,534.21
2024-2025	\$199,823,365.19
2026-2035	\$1,081,949,937.33
2036-2045	\$1,157,844,274.04
Total:	\$2,828,434,110.77

FY2024-2025 STP Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60
Total Available:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60
Total Cost:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60
Total Remaining:					\$0	\$0	\$0

FY2024-2025 STP FLEX							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70
Total Available:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70
Total Cost:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70
Total Remaining:					\$0	\$0	\$0

FY2024-2025 STP Rural							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible rural projects TBD			Various		\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10
					\$ -	\$ -	\$ -
Total Available:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10
Total Cost:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10
Total Remaining:					\$0	\$0	\$0

FY2024-2025 STP Small Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible small urban project TBD			City of Lowell		\$ 468,750.00	\$ 375,000.00	\$ 93,750.00
					\$ -	\$ -	\$ -
Total Available:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00
Total Cost:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00
Total Remaining:					\$0	\$0	\$0

FY2024-2025 NHPP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible pavement preservation projects-NHS-TBD			Various		\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60
Total Cost:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60
Total Remaining:					\$0	\$0	\$0

FY2024-2025 EDFC							
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match
Eligible projects addressing congestion TBD			Various		\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00
Total Available:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00
Total Cost:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00
Total Remaining:					\$0	\$0	\$0

FY2024-2025 CMAQ							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible CMAQ projects TBD *			Various		\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45
					\$ -	\$ -	\$ -
Total Available:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45
Total Cost:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45
Total Remaining:					\$0	\$0	\$0
<i>*Includes transit and other eligible needs</i>							

FY2024-2025 TAP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible nonmotorized projects TBD	TBD		Various		\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99
					\$ -	\$ -	\$ -
Total Available:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99
Total Cost:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99
Total Remaining:					\$0	\$0	\$0

*FY2024-2025 MDOT							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match
I-196/I-96 Corridor Improvements			MDOT		\$ -	\$ -	\$ -
Operations and Maintenance					\$ 36,784,708.01	\$ 30,108,283.50	\$ 6,676,424.50
Preservation					\$ 166,991,082.47	\$ 136,682,201.00	\$ 30,308,881.47
					\$ -	\$ -	\$ -
Total Available:					\$ 203,775,790.47	\$ 166,790,484.50	\$ 36,985,305.97
Total Cost:					\$ 203,775,790.47	\$ 166,790,484.50	\$ 36,985,305.97
Total Remaining:					\$0	\$0	\$0

**Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance*

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding

availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2024-2025 Transit						
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues
Bus Maintenance Capital Needs					\$ 3,473,390.00	\$ 3,473,390.00
Facility Expansion/Maintenance Needs					\$ 1,605,900.00	\$ 1,605,900.00
IT Capital Needs					\$ 1,515,000.00	\$ 1,515,000.00
Replacement of fixed-route buses					\$ 17,549,782.00	\$ 17,549,782.00
Replacement of paratransit vehicles					\$ 1,626,100.00	\$ 1,626,100.00
Replacement of RapidVan vehicles					\$ 252,500.00	\$ 252,500.00
Capitalized Operating Expense					\$ 4,040,000.00	\$ 4,040,000.00
Miscellaneous Capital Needs					\$ 777,700.00	\$ 777,700.00
					\$ -	\$ -
Total Available:					\$ 30,840,373.00	\$ 30,840,373.00
Total Cost:					\$ 30,840,372.00	\$ 30,840,372.00
Total Remaining:					\$ 1.00	\$ 1.00

FY2026-2035 STP Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78
					\$ -	\$ -	\$ -
Total Available:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78
Total Cost:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78
Total Remaining:					\$0	\$0	\$0

FY2026-2035 STP FLEX							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97
					\$ -	\$ -	\$ -
Total Available:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97
Total Cost:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97
Total Remaining:					\$0	\$0	\$0

FY2026-2035 STP Rural							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible rural projects TBD			Various		\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06
					\$ -	\$ -	\$ -
Total Available:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06
Total Cost:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06
Total Remaining:					\$0	\$0	\$0

FY2026-2035 STP Small Urban							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
					\$ -	\$ -	\$ -
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Remaining:					\$0	\$0	\$0

FY2026-2035 NHPP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible pavement preservation projects-NHS TBD			Various		\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23
					\$ -	\$ -	\$ -
Total Available:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23
Total Cost:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23
Total Remaining:					\$0	\$0	\$0

FY2024-2025 EDFC							
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match
Eligible projects addressing congestion TBD	TBD				\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39
					\$ -	\$ -	\$ -
Total Available:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39
Total Cost:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39
Total Remaining:					\$0	\$0	\$0

FY2026-2035 CMAQ							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible CMAQ projects TBD*	TBD		Various		\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00
					\$ -	\$ -	\$ -
Total Available:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00
Total Cost:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00
Total Remaining:					\$0	\$0	\$0

*Includes transit and other eligible needs

FY2026-2035 TAP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible nonmotorized projects TBD	TBD		Various		\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83
					\$ -	\$ -	\$ -
Total Available:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83
Total Cost:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83
Total Remaining:					\$0	\$0	\$0

*FY2026-2035 MDOT								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Project Description
I-196/1-96 corridor improvements			MDOT		\$ 537,568,723.27	\$ 440,000,000.00	\$ 97,568,723.27	
Operations and maintenance			MDOT		\$ 164,935,858.28	\$ 135,000,000.00	\$ 29,935,858.28	
M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	Knapp St	MDOT		\$ 73,304,825.90	\$ 60,000,000.00	\$ 13,304,825.90	Addition of 1 thru-lane on NB and SB M-37/M-44 (East Beltline Ave) and reconstruction and widening of M-37/M-44 (East Beltline Ave) bridge over I-96.
EB I-96 On-Ramp from Leonard St	Leonard St	EB I-96	MDOT					Replacement of existing EB I-196 bridge over the Grand River and Monroe Ave in downtown Grand Rapids. No addition of lanes; 4 lanes will remain (3 thru-lanes and 1 weave-merge lane between NB US-131 off-ramp and Ottawa Ave).
EB I-96 Off-Ramp to WB I-196	EB I-96 (south of Leonard St interchange)	WB I-196 (near Maryland Ave overpass)	MDOT					Reconstruct and relocate EB I-96 on-ramp from Leonard St to allow more space for merging between on-ramp and off-ramps to dedicated M-37/M-44 (East Beltline Ave) interchange and new EB I-96 to WB I-196 ramp. Existing weave-merge lane will tie in with new EB I-96 on-ramp from Leonard St.
EB I-196 On-Ramp to WB I-196	EB I-196 (near Maryland Ave overpass)	WB I-96 (south of Leonard St interchange)	MDOT					Construct new off-ramp from EB I-96 (south of Leonard St interchange) to WB I-196 (near Maryland Ave overpass). Provides new access to WB I-196.
EB I-196 On-Ramp to WB I-196	EB I-196 (near Maryland Ave overpass)	WB I-96 (south of Leonard St interchange)	MDOT					Construct new on-ramp and bridges to WB I-96 (south of Leonard St interchange) from EB I-196 (near Maryland Ave overpass). Provides new access to WB I-96 and Leonard St.
WB I-96	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					Relocation of mainline WB I-96 closer to EB I-96 (new alignment completed in 2020). Old alignment will be replaced with WB I-96 / NB M-37 collector-distributor (CD). No change in total thru lanes.
WB I-96 / NB M-37 Collector-Distributor	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					New collector-distributor (CD):
								<ul style="list-style-type: none"> M-37/M-44 (East Beltline Ave) ramps to WB I-96 and WB I-196 will be directed to CD ramp first, then mainline system. This eliminates the cross-weaving between traffic exiting to WB I-196 from the M-37/M-44 (East Beltline Ave) interchange. CD will be used to access WB I-196 from WB I-96 CD will be used to access Leonard St from WB I-96
**EB I-96	M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)			\$ 458,155,161.88	\$ 375,000,000.00	\$ 83,155,161.88	M-37/M-44 (East Beltline Ave) traffic will access Leonard St via the new WB I-96 CD.
WB I-96 Off-Ramp to M-21 (Fulton St)	WB I-96	M-21 (E. Fulton St)			\$ 6,108,735.49	\$ 5,000,000.00	\$ 1,108,735.49	Provides additional access to/from M-37/M-44 (East Beltline Ave) and Leonard St.
***WB I-96	Cascade Rd	Bridge over Grand Rapids Eastern Railroad (GRE RR), near M-37/M-44/						Addition of weave-merge lane between EB I-96 on-ramp from M-37/M-44 (East Beltline Ave) and M-21 (E. Fulton St)
								Construct new WB I-96 off-ramp to M-21 (E. Fulton St).
								This will include:
								<ul style="list-style-type: none"> New weave-merge lane between WB I-96 on-ramp from Cascade Rd to new WB I-96 off-ramp to M-21 (Fulton St)
								New thru-lane on WB I-96 between Cascade Rd and bridge over GRE RR, near M-37/M-44 (East Beltline Ave). This will tie in with new location of WB I-96 and WB I-96 Collector-Distributor (CD).
Preservation					\$ 498,352,081.86	\$ 407,901,179.00	\$ 90,450,902.86	
						\$ -		
Total Available:					\$ 1,738,425,386.68	\$ 1,422,901,179.00	\$ 315,524,207.68	
Total Cost:					\$ 1,738,425,386.68	\$ 1,422,901,179.00	\$ 315,524,207.68	
Total Remaining:					\$0	\$0	\$0	

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance
**All EB I-96 and I-196 projects are included in the total listed for this project
***Cost is included in project above

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2026-2035 Transit						
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues
Bus Maintenance Capital Needs					\$ 19,588,698.00	\$ 19,588,698.00
Facility Expansion/Maintenance Needs					\$ 9,056,712.00	\$ 9,056,712.00
IT Capital Needs					\$ 8,544,068.00	\$ 8,544,068.00
Replacement of fixed-route buses					\$ 98,974,602.00	\$ 98,974,602.00
Replacement of paratransit vehicles					\$ 9,170,633.00	\$ 9,170,633.00
Replacement of RapidVan vehicles					\$ 1,424,011.00	\$ 1,424,011.00
Capitalized Operating Expense					\$ 22,784,180.00	\$ 22,784,180.00
Miscellaneous Capital Needs					\$ 4,385,955.00	\$ 4,385,955.00
					\$ -	\$ -
Total Available:					\$ 173,928,859.00	\$ 173,928,859.00
Total Cost:					\$ 173,928,859.00	\$ 173,928,859.00
Total Remaining:					\$0	\$0

FY2036-2045 STP Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47
Total Cost:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47
Total Remaining:					\$0	\$0	\$0

FY2036-2045 STP FLEX

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25
Total Cost:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25
Total Remaining:					\$0	\$0	\$0

FY2036-2045 STP Rural

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible rural projects TBD					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03
					\$ -	\$ -	\$ -
Total Available:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03
Total Cost:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03
Total Remaining:					\$0	\$0	\$0

FY2036-2045 STP Small Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
					\$ -	\$ -	\$ -
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00
Total Remaining:					\$0	\$0	\$0

FY2036-2045 NHPP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible pavement preservation projects-NHS TBD					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81
					\$ -	\$ -	\$ -
Total Available:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81
Total Cost:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81
Total Remaining:					\$0	\$0	\$0

FY2024-2025 EDFC							
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match
Eligible projects addressing congestion TBD			Various		\$ 15,266,325.26	\$ 13,739,692.74	\$ 13,739,692.74
					\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -
Total Available:					\$ 15,266,325.26	\$ 13,739,692.74	\$ 13,739,692.74
Total Cost:					\$ 15,266,325.26	\$ 13,739,692.74	\$ 13,739,692.74
Total Remaining:					\$0	\$0	\$0

FY2036-2045 CMAQ							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible CMAQ projects TBD*					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58
					\$ -	\$ -	\$ -
Total Available:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58
Total Cost:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58
Total Remaining:					\$0	\$0	\$0

*Includes transit and other eligible needs

FY2036-2045 TAP							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Eligible nonmotorized projects TBD					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12
					\$ -	\$ -	\$ -
Total Available:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12
Total Cost:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12
Total Remaining:					\$0	\$0	\$0

*FY2036-2045 MDOT							
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match
Operations and maintenance					\$ 164,935,858.28	\$ 135,000,000.00	\$ 29,935,858.28
WB I-196 Off-Ramp to NB Division Ave; joint City of GR & MDOT project	WB I-196	Division Ave			\$ 30,543,677.46	\$ 25,000,000.00	\$ 5,543,677.46
Preservation					\$ 1,522,939,624.92	\$ 1,246,526,083.00	\$ 276,413,541.92
Total Available:					\$ 1,718,419,160.66	\$ 1,406,526,083.00	\$ 311,893,077.66
Total Cost:					\$ 1,718,419,160.66	\$ 1,406,526,083.00	\$ 311,893,077.66
Total Remaining:					\$0	\$0	\$0

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In

addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2036-2045 Transit						
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues
Bus Maintenance Capital Needs					\$ 23,878,515.00	\$ 23,878,515.00
Facility Expansion/Maintenance Needs					\$ 11,040,081.00	\$ 11,040,081.00
IT Capital Needs					\$ 10,415,170.00	\$ 10,415,170.00
Replacement of fixed-route buses					\$ 120,649,486.00	\$ 120,649,486.00
Replacement of paratransit vehicles					\$ 11,178,948.00	\$ 11,178,948.00
Replacement of RapidVan vehicles					\$ 1,735,861.00	\$ 1,735,861.00
Capitalized Operating Expense					\$ 27,773,788.00	\$ 27,773,788.00
Miscellaneous Capital Needs					\$ 5,346,454.00	\$ 5,346,454.00
					\$ -	\$ -
					\$ -	\$ -
Total Available:					\$ 212,018,305.00	\$ 212,018,305.00
Total Cost:					\$ 212,018,303.00	\$ 212,018,303.00
Total Remaining:					\$ 2.00	\$ 2.00

Local Illustrative Projects

Government Unit	Road Name	From Description	To Description	Length Miles	Description	Anticipated Year of Construction
City of Walker	Fruit Ridge Ave NW	3 Mile Rd NW	W I 96 Ramp	0.17	Interchange redesign	2024-2025
City of Grand Rapids	College Ave NE	Michigan St NE	E I 196/College RAMP	0.07	Reconstruction of College/Michigan intersection; signal upgrades	2024-2025
City of Grand Rapids	E Fulton St	Fuller Ave NE	Maryland Ave SE	1.48	Reconstruction	2024-2025
City of Grand Rapids	Franklin St SE	S Division Ave	Cornwall Ave SE & Rinquette Pl SE	0.04	Reconstruction	2024-2025
City of Grand Rapids	Godfrey Ave SW	City/Twp Line	Hall St SW	0.14	Reconstruction	2024-2025
KCRC	Kalamazoo Avenue	68th St.	Auditorium Dr.	0.6	Widen	2026-2035
KCRC	Knapp Street (including Bridge)	Grand River Dr.	Pettis Ave.	0.8	Widen	2026-2035
KCRC	Pettis Avenue	Honey Creek Ave.	Fulton St.	0.3	Widen	2026-2035
City of Hudsonville	32nd Ave	Enterprise Dr	Corporate Grove	0.14	Further Study	2026-2035
KCRC	4 Mile Road	Hendershot Ave.	Walker Ave.	0.9	Widen	2036-2045
KCRC	Cascade Road (Includes Bridge)	Old 28th St.	Hidden Hills Ave.	1.2	Widen	2036-2045
KCRC	Burton Street (NOT including MDOT Bridge)	Patterson Ave.	Spaulding Ave.	0.5	Widen	2036-2045
KCRC	Hudson Street (includes Bridge)	Grand River Dr.	Bowes Rd.	0.1	Widen	2036-2045

MDOT ILLUSTRATIVE (UNFUNDED NEEDS) PROJECT LIST
GVMC 2045 MTP DRAFT

Roadway	From Location	To Location	Conceptual Alternative	Estimated Cost (\$ Million) *
US-131	Hall Street	Wealthy Street/Market Avenue vicinity	Add Weave-Merge (W/M) or limited through lanes, operational improvements, expanded ITS, interchange modifications, enhanced local street connections & non-motorized access/Pending PEL Study results	\$200 - \$300
US-131	M-11 (28 th Street)	Hall Street	Add W/M lanes, interchange modifications, and/or ITS improvements/Pending PEL Study results	\$10 - \$30
M-11 (Wilson Ave)	I-96	Remembrance Road	Operational Improvements/Widen to 3 and/or 5 lanes/Pending further study	\$80 - \$100
I-96	At Fruit Ridge Avenue		Bridge widening, interchange improvement w/ Non-motorized facility, in partnership with city of Walker	\$20
M-11 (Remembrance Road/Ironwood Drive)	Wilson Avenue	I-96	Operational improvements/ Pending further study	N/A
M-37 (Broadmoor Avenue)	100th Street	North of 76th Street	Monitor traffic operations, corridor study; operational improvements and/or additional lanes/ Pending further study results	\$20 - \$40
US-131	Ann Street/I-96	10 Mile Road	Add additional through lanes / Operational Improvements expanded ITS, including Flex Route options/Pending further study	\$50 - \$150
I-96	44 th Street	US-131	Corridor Study/Add through or add W/M lanes/Bridge replacements, Operational Improvements and/or expanded ITS	\$50 - \$200
I-96	Cascade Road	M-11 (28 th Street)	Add through or W/M lanes, expended ITS/ Pending further study	N/A
I-96	M-11 (28th St)	M-6 Interchange	Monitor I-96 and M-6 traffic operations, operational improvements and coordination w/ GRF Int'l Airport plans	N/A
I-96	M-44Connector (Plainfield Avenue)	Leonard Street	Continue to monitor traffic operations, W/M lanes, expanded ITS/Pending further study	N/A
US-131	South County Line	76th Street	Continue to monitor traffic operations, possible additional through or W/M lanes, expanded ITS/Pending further study	\$20 - \$50
US-131	36th Street	M-11 (28th Street)	Monitor traffic operations, continue ITS expansion, possible W/M lanes/Pending further study	\$15
US-131	54 th Street	44 th Street	Monitor traffic operations, continue ITS expansion, possible W/M lanes/Pending further study	\$10
US-131	Leonard Street	I-96 Interchange	Monitor traffic operations, continue ITS expansion, possible operational improvements/Pending further study	N/A
I-96	Walker Avenue	M-44 Connector (Plainfield Ave)	Add W/M lanes, operational improvements/expended ITS/Pending further study	N/A

I-96	At Forest Hill Avenue		Bridge replacement, including Non-Motorized facility, in coordination with city of Kentwood.	\$10
I-96	At Burton Street		Bridge replacement, widening, including Non-Motorized facility, in coordination with KCRC Burton Street improvements	\$10
M-21 (E. Fulton Street)	Pettis Avenue	City of Lowell	Operational improvements/Pending further study	N/A
M-37 (East Beltline)	North of Lake Eastbrook Boulevard	M-21 (E. Fulton Street)	Monitor traffic operations/Operational improvements, ITS/ Pending further study	N/A
M-37 (Alpine Avenue)	I-96	6 Mile Road	Corridor study/Operational improvements, and access management/Pending further study and coordination with Walker and Alpine Township studies	N/A
M-11 (28th Street)	Burlingame Avenue	US-131	Operational improvements and access management, in coordination with Wyoming redevelopment plans	N/A
M-44 (Northland Drive)	M-44 Connector (Plainfield Ave)	West River Drive	Monitor traffic operations/Operational improvements, ITS/Pending further study	N/A
M-44 (Northland Drive)	West River Drive	Wolverine Boulevard/ Belding Road	Monitor traffic operations/Operational improvements/Pending further study	N/A
M-44 (East Beltline)	Knapp Street	M-44 Connector (Plainfield Avenue)	Monitor traffic operations/Operational improvements, ITS/Pending further study	N/A
M-6	At 48 th Street		New Interchange/ Pending further study and coordination with KCRC & GRF Int'l Airport plans	\$25
M-57	US-131	Montcalm Avenue	Monitor traffic operations, operational improvements/Pending further study	N/A

* Estimates include applicable preservation costs along with improvement costs

Other Unfunded state and local Projects/Studies/Needs (modified from the 2040 MTP)

1. Regional Rail Freight Study
2. East Beltline Transit Feasibility Study
3. North Kent County Freight Access Study
4. Development of Land Use Model
5. **WMX - Holland to Grand Rapids transit service**
6. **Grand Rapids-Detroit/Chicago Rail Passenger Service-Alternative Analysis**

Illustrative Transit Projects

Project	Jurisdiction	Facility Type	Conceptual Improvement	Est Total Cost
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2020	\$ 141,950.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2021	\$ 430,000.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2022	\$ 430,000.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2023	\$ 410,000.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2024	\$ 385,000.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2025	\$ 392,700.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2026	\$ 400,554.00
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2027	\$ 416,576.16
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2028	\$ 433,239.21
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2029	\$ 450,568.77
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2030	\$ 468,591.53
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2031	\$ 487,335.19
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2032	\$ 506,828.59
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2033	\$ 527,101.74
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2034	\$ 548,185.81
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2035	\$ 570,113.24
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2036	\$ 592,917.77
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2037	\$ 616,634.48
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2038	\$ 641,299.86
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2039	\$ 666,951.85
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2040	\$ 693,629.93
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2041	\$ 721,375.12
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2042	\$ 750,230.13
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2043	\$ 780,239.34
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2044	\$ 811,448.91
Miscellaneous Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs in 2045	\$ 843,906.86
Bus Rapid Transit Construction	ITP/The Rapid	Transit	Bus Rapid Transit Construction in 2020	\$ 45,000,000.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2020	\$ 4,995,000.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2021	\$ 6,795,000.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2022	\$ 2,790,000.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2023	\$ 954,000.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2024	\$ 1,030,320.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2025	\$ 1,133,352.00
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2026	\$ 1,246,687.20
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2027	\$ 1,371,355.92
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2028	\$ 1,508,491.51
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2029	\$ 1,659,340.66
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2030	\$ 1,825,274.73
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2031	\$ 2,007,802.20
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2032	\$ 2,208,582.42
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2033	\$ 2,429,440.66
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2034	\$ 2,672,384.73
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2035	\$ 2,939,623.20
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2036	\$ 3,233,585.53
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2037	\$ 3,556,944.08
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2038	\$ 3,912,638.49
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2039	\$ 4,303,902.33
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2040	\$ 4,734,292.57
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2041	\$ 5,207,721.82
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2042	\$ 5,728,494.01
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2043	\$ 6,301,343.41
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2044	\$ 6,931,477.75
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility Expansion/Maintenance in 2045	\$ 7,624,625.52

Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2020	\$ 5,320,000.00
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2021	\$ 7,200,603.00
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2022	\$ 6,010,009.00
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2023	\$ 7,451,099.00
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2024	\$ 8,688,011.00
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2025	\$ 8,861,771.22
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2026	\$ 9,039,006.64
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2027	\$ 9,219,786.78
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2028	\$ 9,404,182.51
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2029	\$ 9,592,266.16
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2030	\$ 9,784,111.49
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2031	\$ 9,979,793.72
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2032	\$ 10,179,389.59
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2033	\$ 10,382,977.38
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2034	\$ 10,590,636.93
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2035	\$ 11,014,262.41
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2036	\$ 11,234,547.66
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2037	\$ 11,459,238.61
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2038	\$ 11,688,423.38
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2039	\$ 11,922,191.85
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2040	\$ 12,160,635.69
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2041	\$ 12,403,848.40
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2042	\$ 12,651,925.37
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2043	\$ 12,904,963.87
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2044	\$ 13,163,063.15
Replacement of fixed-route buses	ITP/The Rapid	Transit	Replacement of fixed route buses in 2045	\$ 13,426,324.41
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2020	\$ 760,000.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2021	\$ 900,000.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2022	\$ 1,260,000.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2023	\$ 1,320,000.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2024	\$ 805,000.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2025	\$ 821,100.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2026	\$ 837,522.00
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2027	\$ 854,272.44
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2028	\$ 871,357.89
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2029	\$ 888,785.05
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2030	\$ 906,560.75
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2031	\$ 924,691.96
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2032	\$ 943,185.80
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2033	\$ 962,049.52
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2034	\$ 981,290.51
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2035	\$ 1,000,916.32
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2036	\$ 1,020,934.64
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2037	\$ 1,041,353.34
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2038	\$ 1,062,180.40
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2039	\$ 1,083,424.01
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2040	\$ 1,105,092.49
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2041	\$ 1,127,194.34
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2042	\$ 1,149,738.23
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2043	\$ 1,172,732.99
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2044	\$ 1,196,187.65
Replacement of paratransit buses	ITP/The Rapid	Transit	Replacement of paratransit buses in 2045	\$ 1,220,111.41
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2020	\$ 125,000.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2021	\$ 125,000.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2022	\$ 125,000.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2023	\$ 125,000.00

Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2024	\$	125,000.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2025	\$	127,500.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2026	\$	130,050.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2027	\$	132,651.00
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2028	\$	135,304.02
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2029	\$	138,010.10
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2030	\$	140,770.30
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2031	\$	143,585.71
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2032	\$	146,457.42
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2033	\$	149,386.57
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2034	\$	152,374.30
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2035	\$	155,421.79
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2036	\$	158,530.22
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2037	\$	161,700.83
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2038	\$	164,934.85
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2039	\$	168,233.54
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2040	\$	171,598.21
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2041	\$	175,030.18
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2042	\$	178,530.78
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2043	\$	182,101.40
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2044	\$	185,743.42
Replacement of vanpool vehicles	ITP/The Rapid	Transit	Replacement of vanpool vehicles in 2045	\$	189,458.29
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2020	\$	1,315,977.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2021	\$	474,023.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2022	\$	2,145,000.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2023	\$	1,050,000.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2024	\$	2,300,000.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2025	\$	2,315,000.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2026	\$	780,300.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2027	\$	819,315.00
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2028	\$	835,701.30
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2029	\$	852,415.33
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2030	\$	869,463.63
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2031	\$	886,852.91
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2032	\$	904,589.96
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2033	\$	922,681.76
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2034	\$	941,135.40
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2035	\$	959,958.11
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2036	\$	979,157.27
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2037	\$	998,740.41
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2038	\$	1,018,715.22
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2039	\$	1,039,089.53
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2040	\$	1,059,871.32
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2041	\$	1,081,068.74
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2042	\$	1,102,690.12
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2043	\$	1,124,743.92
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2044	\$	1,147,238.80
Information Technology Needs	ITP/The Rapid	Transit	Information Technology Needs in 2045	\$	1,170,183.57
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2020	\$	2,019,500.00
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2021	\$	1,969,500.00
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2022	\$	1,919,500.00
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2023	\$	1,819,500.00
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2024	\$	1,719,500.00
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2025	\$	1,753,890.00
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2026	\$	1,788,967.80
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2027	\$	1,824,747.16

Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2028	\$ 1,861,242.10
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2029	\$ 1,898,466.94
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2030	\$ 1,936,436.28
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2031	\$ 1,975,165.01
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2032	\$ 2,014,668.31
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2033	\$ 2,054,961.67
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2034	\$ 2,096,060.91
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2035	\$ 2,137,982.12
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2036	\$ 2,180,741.77
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2037	\$ 2,224,356.60
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2038	\$ 2,268,843.73
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2039	\$ 2,314,220.61
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2040	\$ 2,360,505.02
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2041	\$ 2,407,715.12
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2042	\$ 2,455,869.42
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2043	\$ 2,504,986.81
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2044	\$ 2,555,086.55
Bus Maintenance Capital Needs	ITP/The Rapid	Transit	Bus Maintenance Capital Needs in 2045	\$ 2,606,188.28
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2020	\$ 2,700,000.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2021	\$ 2,500,000.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2022	\$ 2,000,000.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2023	\$ 2,000,000.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2024	\$ 2,000,000.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2025	\$ 2,040,000.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2026	\$ 2,080,800.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2027	\$ 2,122,416.00
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2028	\$ 2,164,864.32
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2029	\$ 2,208,161.61
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2030	\$ 2,252,324.84
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2031	\$ 2,297,371.34
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2032	\$ 2,343,318.76
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2033	\$ 2,390,185.14
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2034	\$ 2,437,988.84
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2035	\$ 2,486,748.62
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2036	\$ 2,536,483.59
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2037	\$ 2,587,213.26
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2038	\$ 2,638,957.53
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2039	\$ 2,691,736.68
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2040	\$ 2,745,571.41
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2041	\$ 2,800,482.84
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2042	\$ 2,856,492.50
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2043	\$ 2,913,622.35
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2044	\$ 2,971,894.79
Capitalized Operating Expense	ITP/The Rapid	Transit	Capitalized Operating Expense in 2045	\$ 3,031,332.69
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2023	\$ 750,000.00
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2024	\$ 772,500.00
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2025	\$ 795,675.00
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2026	\$ 819,545.25
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2027	\$ 844,131.61
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2028	\$ 869,455.56
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2029	\$ 895,539.22
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2030	\$ 922,405.40
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2031	\$ 950,077.56
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2032	\$ 978,579.89
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2033	\$ 1,007,937.28
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2034	\$ 1,038,175.40

Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2035	\$ 1,069,320.67
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2036	\$ 1,101,400.29
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2037	\$ 1,134,442.29
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2038	\$ 1,168,475.56
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2039	\$ 1,203,529.83
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2040	\$ 1,239,635.72
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2041	\$ 1,276,824.80
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2042	\$ 1,315,129.54
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2043	\$ 1,354,583.43
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2044	\$ 1,395,220.93
Transit Vehicle Expansion	ITP/The Rapid	Transit	Transit Vehicle Expansion in 2045	\$ 1,437,077.56
				\$ 615,980,327.48

Non-Motorized Illustrative Projects

Table ID	Proposed Projects by Jurisdiction	Project Name	Project Scope	Facility Type	Length (Miles)	Priority Score (5-15)	Estimated Total Cost
1	Ada Township	Argo Drive	Hall Street to Cascade Road	Sharrows/Sidewalk/Shared Use Path	0.53	13	\$170,000
2	Ada Township	Honey Creek Trail (Ada-Cannon Conn.)	Knapp St to 4 Mile Rd	Sidewalk	1.4	7	\$654,000
3	Ada Township	Knapp St Bridge	Across the Grand River	Pedestrian Bridge	n/a	8	\$1,770,000
4	Ada Township	Spaulding Ave/Fulton St/Carl Dr	Ada Dr to Grand River Dr	Sidewalk	1.61	12	\$820,000
5	Allendale Township	68th Avenue Trail	Lake Michigan Dr to North Bank Trail & Green Way Trail	Sidewalk	3	6	\$450,000
6	Alpine Township	4 Mile Rd Sidewalk	Yorkview Dr to West River	Sidewalk	0.32	13	\$150,000
7	Alpine Township	4 Miles Rd Sidewalk	Hachmuth to Yorkland (north side only)	Sidewalk	0.32	13	\$140,000
8	Alpine Township	Lamoreaux Drive Sidewalk	Alpine to Westgate (north side only)	Sidewalk	0.39	10	\$180,000
9	Byron Township	100th St Trail	Division Ave to Burlingame St	Sidewalk	2	7	\$1,500,000
10	Byron Township	64th St Sidewalks	Byron Center Ave to Estates Dr	Sidewalk	1.4	9	\$750,000
11	Byron Township	68th Street Trail	Kenowa Avenue to Byron Center Avenue - Connecting Fred Meijer Kenowa Trail to Kent Trails and Byron Center Avenue	Shared Use Path	3	10	\$2,900,000
12	Byron Township	76th St Trail	Railyard Dr to Byron Center Ave	Sidewalk	1	9	\$800,000
13	Byron Township	84th St Trail	Burlingame Ave to Existin Path in Douglas Walker Park	Sidewalk	1	8	\$750,000
14	Byron Township	84th St Trail	Eldora Dr to West Middle School	Sidewalk	0.4	7	\$300,000
15	Byron Township	84th Street Sidewalk	Burlingame to Byron Commerce Drive, connecting Downtown Byron to Douglas Walker Park to Tanger Outlet Mall	Sidewalk	1.4	7	\$375,000
16	Byron Township	Burlingame Ave Trail	100th St to 84th St	Sidewalk	2	7	\$1,500,000
17	Byron Township	Burlingame Avenue Sidewalk	Planters Row Drive to 76th Street	Sidewalk	1.6	7	\$492,000
18	Byron Township	Whistlestop Park Trail (76th St Trail)	Kent Trail to Whistlestop Park - Connecting Kent Trail to Bicentennial Park and Whistlestop Park	Sidewalk	0.9	7	\$470,000
19	Caledonia Township	84th Street	Cherry Valley to Alaska Ave	Shared Use Path	1.5	9	\$1,281,500
20	Caledonia Township	Alaksa Avenue	84th Street to 68th Street	Shared Use Path	2	7	\$1,696,000
22	Caledonia Township	Campau Lake Loop	68th Street, Alaska Avenue to Whitneyville Road; Whitneyville Road, 76th Street to 66th Street; 66th Street, Whitneyville Road to McCords Avenue; McCords Avenue, 66th Street to 76th Street and 76th Street, McCords Avenue to Whitneyville Road	Shared Use Path	5.1	6	\$3,191,000
23	Cannon Township	Honey Creek Trail (Ada-Cannon Conn.)	4 Mile Rd to Cannonsburg Rd	Sidewalk	1.76	7	\$1,700,000
25	City of Grand Rapids	Hastings Street Non-Motorized Path, Phase 2	Coit Avenue to College Avenue	Non-Motorized Path		14	\$1,093,651
28	City of Grand Rapids	44th St Sidewalk	Eastern Ave to Trade Drive	Sidewalk (north side)	0.45	13	\$732,449
29	City of Grand Rapids	Century Ave Cycle Track	Burton St to Franklin St; Pleasant Ave to Grandville Ave	Separated Bikeway	1.5	13	To Be Determined
30	City of Grand Rapids	Crescent St Corridor Phase II	Division Ave & Crescent St Intersection to Ottawa Ave	Pedestrian Improvements	0.05	14	\$1,155,000
31	City of Grand Rapids	Crescent St Corridor Phase III	Ottawa Ave to Monroe Ave	Pedestrian Improvements	0.11	14	\$1,530,000
32	City of Grand Rapids	Dean Lake Ave	Knapp St to Aberdeen St	Paved Shoulder	0.5	11	\$36,000
33	City of Grand Rapids	Division Ave Phase II	Oakes St to Fulton St	Streetscape Improvements	0.17	15	\$750,000
34	City of Grand Rapids	Division Ave Separated Bike Lanes	Monroe Center to Leonard St	Bike Lane	1.5	12	To Be Determined
35	City of Grand Rapids	Grand River Edges (East)	Caledonia to Ann Street	Shared Use Path		6	\$1,925,739
36	City of Grand Rapids	Grand River Edges (East)	Under Ann St Bridge to Riverside Trailhead	Shared Use Path		13	\$900,000
37	City of Grand Rapids	Grand River Edges (East)	Fulton St South to US-131	Shared Use Path	0.42	13	\$375,000
38	City of Grand Rapids	Grand River Edges (East)	Leonard St Bridge to Caledonia St	Shared Use Path	0.75	15	\$2,616,429
39	City of Grand Rapids	Grand River Edges (East)	US-131 to Wealthy St with connection to Oxford St Trail and Kent Trails	Shared Use Path	0.14	13	\$375,000
40	City of Grand Rapids	Grand River Walkway (West)	West bank of the River under and around Fulton St	Shared Use Path	0.78	15	\$1,312,500
41	City of Grand Rapids	Hastings Street Non-Motorized Path, Phase 3	Livingston Avenue to Division Avenue	Non-Motorized Path	0.5	10	\$2,173,340
42	City of Grand Rapids	Highland Park Trail	College Ave to Grand Ave	Non-Motorized Path	0.7	10	To Be Determined
43	City of Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft. east	Sidewalk - north side	0.35	10	\$224,793
44	City of Grand Rapids	Lyon St Bikeway	Separated bikeway(s) from Division to Diamond; shared street conditions from Diamond to Plymouth (markings, signage, traffic calming); intersection improvements at Fuller Avenue, Diamond, Division, College, Lafayette, Houseman; trail widening between Fuller and Benjamin	Separated bikeways, shared lane markings, intersection improvements, trail widening, signage	2.52	13	\$582,265
45	City of Grand Rapids	Maryland Ave	Fulton St to Michigan St	Paved Shoulder	0.5	13	\$31,500
46	City of Grand Rapids	Monroe Avenue - Guild St to Riverside Park Dr	Sidewalk (west side of street), ramp construction, crossing improvements	Sidewalk	0.88	13	\$451,440
47	City of Grand Rapids	Mount Vernon Separated Bikeway	W. Fulton St. to Bridge St.	Separated Bikeway, Intersection and Signals work; Minor widening; pavement markings/signs	0.5	12	TBD
48	City of Grand Rapids	Paul Henrey Trail Extension	44th St to 36th St	Shared Use Path	1.45	15	\$712,500
49	City of Grand Rapids	Pearl Street Separated Bike Lanes	N. Division to Lake Michigan Dr./Mount Vernon	Separated Bike Lanes	0.6	13	\$304,500
50	City of Grand Rapids	Pedestrian/Bicycle Pathway Tunnel	North of I-196 to Bond Ave; south under I-196 abandoned railroad tunnel (Ottawa Ave EB exit); to Monroe Ave and Ottawa Ave	Shared Use Path		11	\$729,000
52	City of Grand Rapids	Plaster Creek Trail	Division to Kirtland	New Multi-Use Trail	1.0	12	\$410,861
53	City of Grand Rapids	Plaster Creek Trail	Kalamazoo Avenue to East City Line	New Multi-Use Trail	1.3	12	\$645,970
54	City of Grand Rapids	Plaster Creek Trail	Buchanan Ave to Burton St	Shared Use Path	1.04	14	\$247,500
55	City of Grand Rapids	Plaster Creek Trail	Planning Study Only East of Kalamazoo Ave and west of Division Ave	Shared Use Path Planning Study	n/a	n/a	\$50,000
56	City of Grand Rapids	Plaster Creek Trail underpass of US 131	Kirtland to Century via McKee and Burton	New Multi-Use Trail, shared street, intersection improvements	0.55	12	\$55,000
57	City of Grand Rapids	Plymouth Ave. Trail Extension	Leonard St to Knapp; proposed trail to Ball; proposed trail to Perkins	New Multi-Use Trail	1.5	11	\$371,250
58	City of Grand Rapids	Richmond St Bike Lanes	Acacia Drive to Oakleigh Ave	Bike Lane/Paved Shoulder	0.27	10	\$97,500
59	City of Grand Rapids	Richmond St Bike Lanes	Oakleigh Ave to eevenh Alpine Ave	Bike Lane/Paved Shoulder	2	11	\$407,495
60	City of Grand Rapids	Seward Ave to Grand Walk, Musketawa, White Pine	Planning Study Only	Shared Use Path Planning Study	n/a	n/a	\$25,000

61	City of Grand Rapids	Turner Ave Separated Bikeway/Trail	Bridge Street to 11th Street; 11th Street - Turner to Seward	Separated Bikeway; trail segment; removal of roadway between 2nd and 3rd; intersection, signals work; pavement markings/signs	1.1	12	TBD
62	City of Grand Rapids	Walker Ave & Stocking Ave Bikeway	Bridge St to North City Limits	Bike Lanes/Sharrows,/Widening	2.88	12	\$320,000
63	City of Grand Rapids/Wyoming	Eastern Ave Sidewalk	44th St to 36th St (east side only)	Sidewalk		15	\$408,197
64	City of Hudsonville	32nd Avenue, west side	Allen Street to Veteran's Park	Sidewalk	0.13	11	\$105,000
66	City of Hudsonville	Buttermilk Creek Pathway	Prospect St to Oak St	Shared Use Path	0.29	11	\$800,000
67	City of Hudsonville	Buttermilk Creek Pathway	Prospect St to Van Buren St	Shared Use Path	0.29	11	\$450,000
68	City of Hudsonville	Buttermilk Creek Pathway	Prospect St to Van Buren St	Shared Use Path	0.29	11	\$150,000
69	City of Hudsonville	Buttermilk Trail	Balsam Dr to Sunrise Park	Shared Use Path	0.6	7	\$456,000
70	City of Hudsonville	Buttermilk Trail	New Holland St to Highland Dr	Shared Use Path	0.35	9	\$192,000
71	City of Hudsonville	Chicago Drive, south side	40th Ave to 32nd Ave	Sidewalk	1.07	10	\$583,000
72	City of Kentwood	32nd Street	Shaffer to Breton	Sidewalk		14	
73	City of Kentwood	32nd Street Trail	Shaffer to W City Limits	Bike Lanes/Shared Lanes		13	
74	City of Kentwood	48th Street Trail	Eastern to Poinsettia Street	Bike Lanes/Shared Lanes/Sidewalk Gaps		11	
75	City of Kentwood	52 nd Street corridor Trail	Bailey's Grove Drive to East Paris	Bike Lanes/Sharrows	0.42	10	\$10,000
76	City of Kentwood	52 nd Street corridor Trail	Broadmoor to Patterson	Bike Lanes/Sharrows	0.38	7	\$10,000
77	City of Kentwood	52 nd Street corridor Trail	East Paris to Broadmoor	Bike Lanes/Sharrows	0.63	10	\$15,000
78	City of Kentwood	52nd Street Trail	Plaster Creek Trail to Bailey's Grove Drive	Shared Use Path/Bike Lanes/Shared Lanes		8	\$100,000
79	City of Kentwood	54th Street	E of Keleket thru Mick	Sidewalk		n/a	
80	City of Kentwood	54th Street	Kimball to Newcastle	Sidewalk		n/a	
81	City of Kentwood	56th St Connection	Eastern to Kellogg Woods Park	Shared Use Path/Sidewalk			
82	City of Kentwood	58th Street	Division to Madison	Sidewalk		n/a	
83	City of Kentwood	Andover	Primrose to Heyboer	Sidewalk		n/a	
84	City of Kentwood	Andrew	Kalamazoo to eastern terminus	Sidewalk		n/a	
85	City of Kentwood	Applewood	44th St to Innwood	Sidewalk		n/a	
86	City of Kentwood	Ash	Andrew to Rondo	Sidewalk		n/a	
87	City of Kentwood	Bayham	Innwood to Embro	Sidewalk		n/a	
88	City of Kentwood	Blaine	Edgelawn to 52nd St	Sidewalk		n/a	
89	City of Kentwood	Bransford Street	To Sarafis Park Donation	Cul de sac and Sidewalk		n/a	
90	City of Kentwood	Breton Creek Drive trail extension	To Sarafis Park Donation	Sidewalk		n/a	
91	City of Kentwood	Breton Trail	52 nd to 60 th Streets	Shared Use Path	0.56	13	\$132,000
92	City of Kentwood	Bridle Creek	Kalamazoo to Maple Creek	Sidewalk		n/a	
93	City of Kentwood	Broadmoor Trail	Patterson to 32nd St	Shared Use Path/Wide Shoulder		9	
94	City of Kentwood	Brookcross	Ridgebrook to Christie	Sidewalk		n/a	
95	City of Kentwood	Brookmark	Cheryl to Kalamazoo	Sidewalk		n/a	
96	City of Kentwood	Burton Trail	Forest Hill to Patterson	Side Path		11	
97	City of Kentwood	Calvin College Trail	East Paris to W. City Limits	Shared Use Path	0.5	11	\$40,000
98	City of Kentwood	Calvin Trail - East Paris Connector	Burton to East Campus Drive	Shared Use Path		12	
99	City of Kentwood	Creekview	Bridle Creek to CreekrIDGE	Sidewalk		n/a	
100	City of Kentwood	Curwood	Pickett to 100' North	Sidewalk		n/a	
101	City of Kentwood	Daniel	Division to eastern terminus	Sidewalk		n/a	
102	City of Kentwood	Division Ave	44 th to N City Limits	Bike Lanes/Shared Lanes	0.25	13	\$10,000
103	City of Kentwood	Division Ave	48 th to 44 th	Bike Lanes/Shared Lanes	0.5	14	\$15,000
104	City of Kentwood	Division Ave	54 th to 48 th	Bike Lanes/Shared Lanes	0.75	13	\$25,000
105	City of Kentwood	Division Ave	54 th to 60th	Bike Lanes	0.75	14	\$160,000
106	City of Kentwood	Eastern Avenue Trail	44 th to 60 th Streets	Bike Lanes/Shared lanes	0.78	14	\$60,000
107	City of Kentwood	East-West Trail	Lamberts Park through Fisheries Park	Shared Use Path	0.77	12	\$300,000
108	City of Kentwood	East-West Trail Connector	400 blk 48 th St south to East-West Trail along Heyboer Drain	Shared Use Path	0.25	14	\$40,000
109	City of Kentwood	East-West Trail Connector	Fisheries Park to 52 nd Street - Wildflower Creek Sub.	Sharrows	0.27	11	\$10,000
110	City of Kentwood	East-West Trail Crossing	5000 Block of Division	Refuge Island	n/a	14	\$30,000
111	City of Kentwood	East-West Trail- Lamberts Park	Walma Avenue, 2600 feet East	Shared Use Path	0.57	13	\$65,000
112	City of Kentwood	East-West Trail Neighborhood Connector- Lamberst Park Segment	Loop North of Trail, Adjacent to Kentwood Acre and Springbrook	Shared Use Path		7	
113	City of Kentwood	East-West Trail North Connector	Kentwood Acres/Springbrook Subdivisions via trail connector off Windy Wood to E-W Trail	Shared Use Path		7	
114	City of Kentwood	East-West Trail Wetlands Boardwalk- Lamberst Park Segment	Loop South of Trail, East of Lamberts Park	Shared Use Path		7	
115	City of Kentwood	Edgelawn	Springwood to Blaine	Sidewalk		n/a	
116	City of Kentwood	Embro	Stauffer to northern terminus	Sidewalk		n/a	
117	City of Kentwood	Forest Creek Drive/ Cons. Energy Trail	East Paris to Patterson	Shared Use Path	1	12	\$200,000
118	City of Kentwood	Forest Hill Trail Bridge	At I-96	Pedestrian Bridge	n/a	14	\$2,000,000
119	City of Kentwood	Gerda	Rondo to east terminus	Sidewalk		n/a	
120	City of Kentwood	Heyboer	52nd St to Andover	Sidewalk		n/a	
121	City of Kentwood	Highlander	Applewood to Larkwood	Sidewalk		n/a	
122	City of Kentwood	Innwood	Stauffer to Embro	Sidewalk		n/a	
123	City of Kentwood	Jefferson Connection	Nancy to Kellogg Woods Park	Sidewalk		n/a	
124	City of Kentwood	Juanita	Jeffrey to Gentian	Sidewalk		n/a	
125	City of Kentwood	Kimball	52nd St to 54th St	Sidewalk		n/a	
126	City of Kentwood	Kimball	Marwood to Pickett	Sidewalk		n/a	
127	City of Kentwood	Lake Eastbrook Boulevard	28 th to 32 nd	Bike Lanes	0.5	15	\$65,000
128	City of Kentwood	Larkwood	Innwood to Timberwood	Sidewalk		n/a	
129	City of Kentwood	Madison	52nd St to Andover	Sidewalk		n/a	
130	City of Kentwood	Madison Ave	56th St to 52nd St-west side	Sidewalk		n/a	
131	City of Kentwood	Madison Ave	Majestic to 56th Street-west side	Sidewalk		n/a	
132	City of Kentwood	Mapleview	1216 Mapleview to Newcastle	Sidewalk		n/a	
133	City of Kentwood	Marwood	Kalamazoo to Kimball	Sidewalk		n/a	
134	City of Kentwood	Meadow Lake Drive Connection	To Fisheries Trust Park	Sidewalk/Shared Use Path		8	
135	City of Kentwood	Morningside	44th St to southern terminus	Sidewalk		n/a	
136	City of Kentwood	Newcastle	52nd St to Brookwood School	Sidewalk		n/a	
137	City of Kentwood	Newcastle	Mapleview to Rondo	Sidewalk		n/a	
138	City of Kentwood	Non-Motorized Crack Seal	10 Miles of Existing Facilities	Maint. on Sidepath/Shared Use Path	10	n/a	\$20,000
139	City of Kentwood	Patterson Avenue Trail - I	28 th St to Burton Street	Side Path	0.48	14	\$66,000
140	City of Kentwood	Patterson Avenue Trail - II	36 th Street to 28 th Street	Side Path	1	14	\$132,000
141	City of Kentwood	Patterson Avenue Trail - III	44 th St to 36 th Street	Side Path	1	10	\$132,000
142	City of Kentwood	Patterson Avenue Trail - IV	52 nd St to 44 th St	Side Path	1	9	\$132,000



GRAND VALLEY METROPOLITAN COUNCIL

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CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE
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MEMORANDUM

DATE: November 20, 2019

TO: Policy Committee

FROM: George Yang, Senior Transportation Planner

RE: **Support of MDOT Safety Targets for Calendar Year 2020**

The Michigan Department of Transportation (MDOT) has established the 2020 traffic safety targets for five performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC's baseline condition based on the five-year rolling average from 2014-2018.

Michigan State Safety Targets for Calendar Year 2020

Measure (5-year rolling average)	Baseline Condition (2014-2018)	2020 Targets (2016-2020)	GVMC Baseline Condition (2014-2018)
Number of Fatalities	987.4	999.4	67
Rate of Fatalities per 100 million VMT	0.99	0.97	0.97
Number of Serious Injuries	5,415.6	5,520.4	412.8
Rate of Serious Injury per 100 million VMT	5.41	5.34	5.96
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	742.4	735.8	65.8

MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI).

The UMTRI models depend on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent.

MPOs are required to establish safety targets by either

1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or
2. Committing to a quantifiable target for the performance measures for their metropolitan planning area

MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT has published its safety targets on August 31, 2019, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2020 no later than February 27, 2020.

The Technical Committee and Policy Committee approved of supporting MDOT's state safety targets for calendar year 2018 and 2019. GVMC's action of supporting the 2020 MDOT safety targets or establishing its own targets is needed by February 27th, 2020.

Recommended Action: Staff is requesting that the Policy Committee approve of supporting the MDOT safety targets for all of the safety performance measures.

Please contact me with any comments or questions at (616) 776-7696.

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MEMORANDUM

To: GVMC Policy Committee
From: Andrea Faber, Transportation Planner
Re: Draft Consultation Plan
Date: November 12, 2019

At the November Policy Committee meeting, staff will present the draft [Consultation Plan](#) for approval. While GVMC has always had a process for consulting with stakeholder organizations, such as agencies responsible for economic development, freight movement, environmental and historical preservation, etc., during the development of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP), this information had been included in a chapter of the document instead of in a formal plan. At GVMC's last certification review, it was recommended that GVMC develop a consultation plan that outlines the process for consulting with these stakeholder organizations. GVMC is federally required to adhere to a consultation process during the development of the TIP and the MTP.

The [Consultation Plan](#) was open for public comment through Thursday, October 31. No comments were received from the public or stakeholder agencies. However, FHWA asked that we lengthen the comment period from 21-28 days to 30-45 days to accommodate agencies requiring more time to review documents, which we have done. Once approved, GVMC will use the process outlined in the draft Consultation Plan to conduct consultation on the project list for the 2045 MTP.

If you have any questions, please contact me at (616) 776-7603 or andrea.faber@gvmc.org.

Recommended Action: Approval of GVMC's draft consultation plan